

# BookletChart™

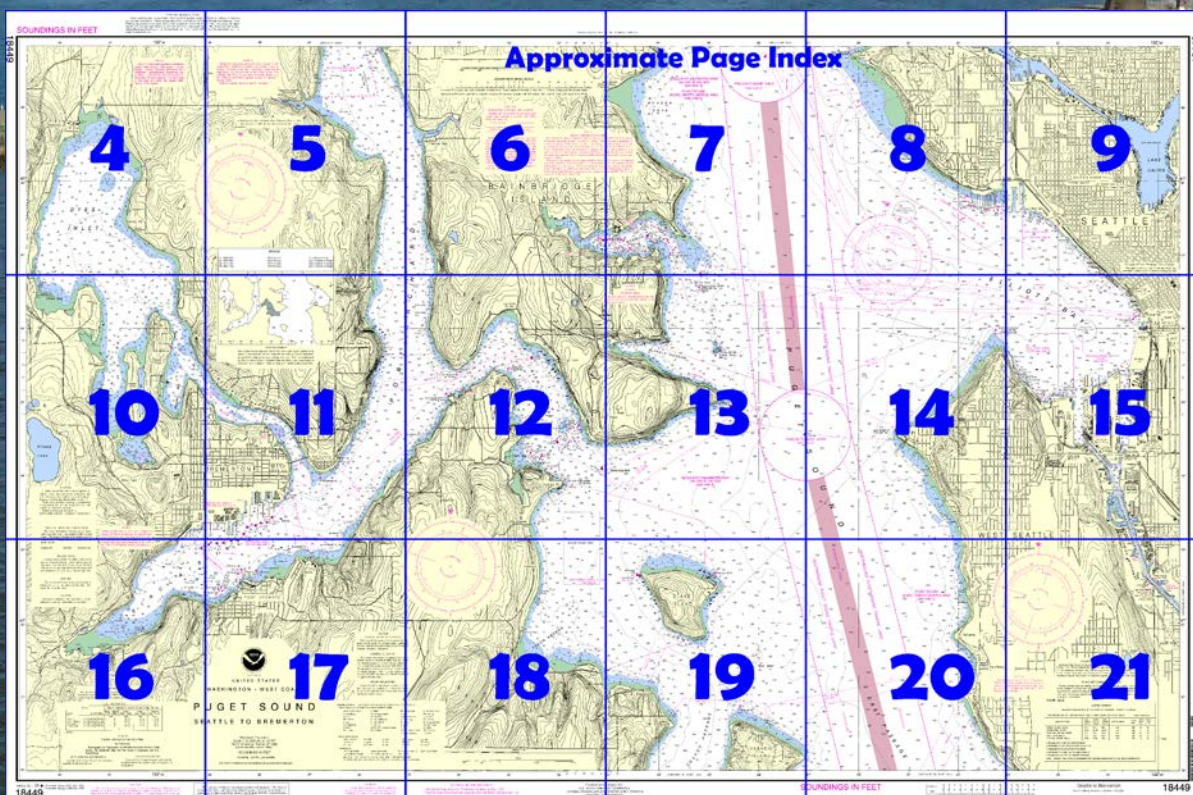
## ***Puget Sound – Seattle to Bremerton*** **NOAA Chart 18449**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18449>



#### (Selected Excerpts from Coast Pilot)

**Bainbridge Island**, 9 miles long and heavily wooded, forms part of the W shore of Puget Sound. There are several towns on the island.  
**Port Madison** indents the W shore between the N end of Bainbridge Island and **Point Jefferson**. It is about 2.5 miles long and very deep; not until within 0.5 mile of the beach can anchorage be found in 90 to 100 feet, sticky bottom. Its SW part connects with Port Orchard through Agate Passage.

**Miller Bay**, in the NW part of Port Madison, is used by shallow-draft pleasure craft. The channel should not be used at low tide because of the very irregular bottom. In 2002, the reported depth in the channel along the docks at the S end of the bay was 5 feet.

**Point Monroe**, the S point at the entrance of Port Madison, is a low, narrow sandspit, curving W and S. A small cove is between the sandspit and the shore to the S. The entrance dries at low water.

The S shore of Port Madison is composed of broken bluffs, except where it is indented by the narrow arm extending 1 mile S. The entrance to this narrow arm is 0.7 mile W of Point Monroe. The town of **Port Madison**, has many private piers but no fueling facilities. The narrow channel through the arm has a least depth of 16 feet, and local knowledge is necessary to keep in the best water. Two submerged rocks, covered 7 feet and marked by a daybeacon (47°41'51"N., 122°32'08"W.), about 220 yards SSW of **Treasure Island**; caution should be exercised. An old ballast dump, nearly bare at low water, is 75 yards offshore 400 yards in from the E entrance point. Care should be taken to avoid the cluster of covered rocks 100 yards off the E entrance point. Sheltered anchorage for small craft may be had in up to 21 feet, mud bottom.

**Meadow Point**, on the E side of Puget Sound nearly opposite Point Monroe, is a low, grassy point, with a high tree and brush-covered bluff behind it. A lighted buoy is about 0.2 mile NW of the point.

**Murden Cove** is an open bight on the W side of the sound about 3.5 miles S of Point Monroe. An extensive flat which bares extends almost 0.5 mile from the head of the cove, and outside of it the depth increases rapidly. **Skiff Point**, the N entrance point, has low yellow bluffs to the S. A shoal, covered by kelp, extends about 250 yards from the point; this shoal is reported to be building out and should be given a wide berth.

**Yeomalt Point**, the S entrance point, is a low, grassy sandspit, 150 yards wide, rising gradually to the general level of the high land. The radio towers about 0.9 mile SW of Skiff Point are prominent from offshore.

**Wing Point**, on the N side of the entrance to Eagle Harbor, is a narrow, bluff point 30 feet high, covered with trees to the edge. A flag pole is prominent on the point. A reef extends SSE for 0.5 mile from Wing Point and is generally marked by kelp. The S extremity of the reef is marked by a buoy. **Tyee Shoal**, 0.7 mile SSE of Wing Point, with a least depth of 14 feet, is marked by a light.

Foul ground extends as much as 500 yards off the S point at the entrance; a light and buoy mark its outer limits.

**Eagle Harbor** indents the E shore of Bainbridge Island opposite Elliott Bay. It is 2 miles long and affords excellent anchorage in 30 to 39 feet, muddy bottom. It narrows at the head to 300 yards.

The entrance is deep, but caution is necessary in entering because the natural channel is only 200 yards wide between the reef S of Wing Point and the spit on the W side of the channel entrance. The channel is marked by lights and buoys. A wreck covered 18 feet is at 47°37'09"N., 122°31'11"W.

**Winslow** is the largest town on Bainbridge Island. It is on the N shore of Eagle Harbor, and is a major ferry port on the cross-sound routes to and from downtown Seattle. About 0.2 mile W of the ferry slip is a large building and two piers which are used by the Washington State Ferry System for ferry mooring and maintenance. About 0.3 mile West of the ferry slip is a city park with a float that offers 48-hour free moorage. Immediately W of the float is a launching ramp.

There are several marinas located on the shores of Eagle Harbor.

Numerous small-craft are anchored in the upper half of Eagle Harbor.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

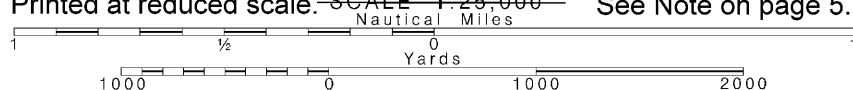


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

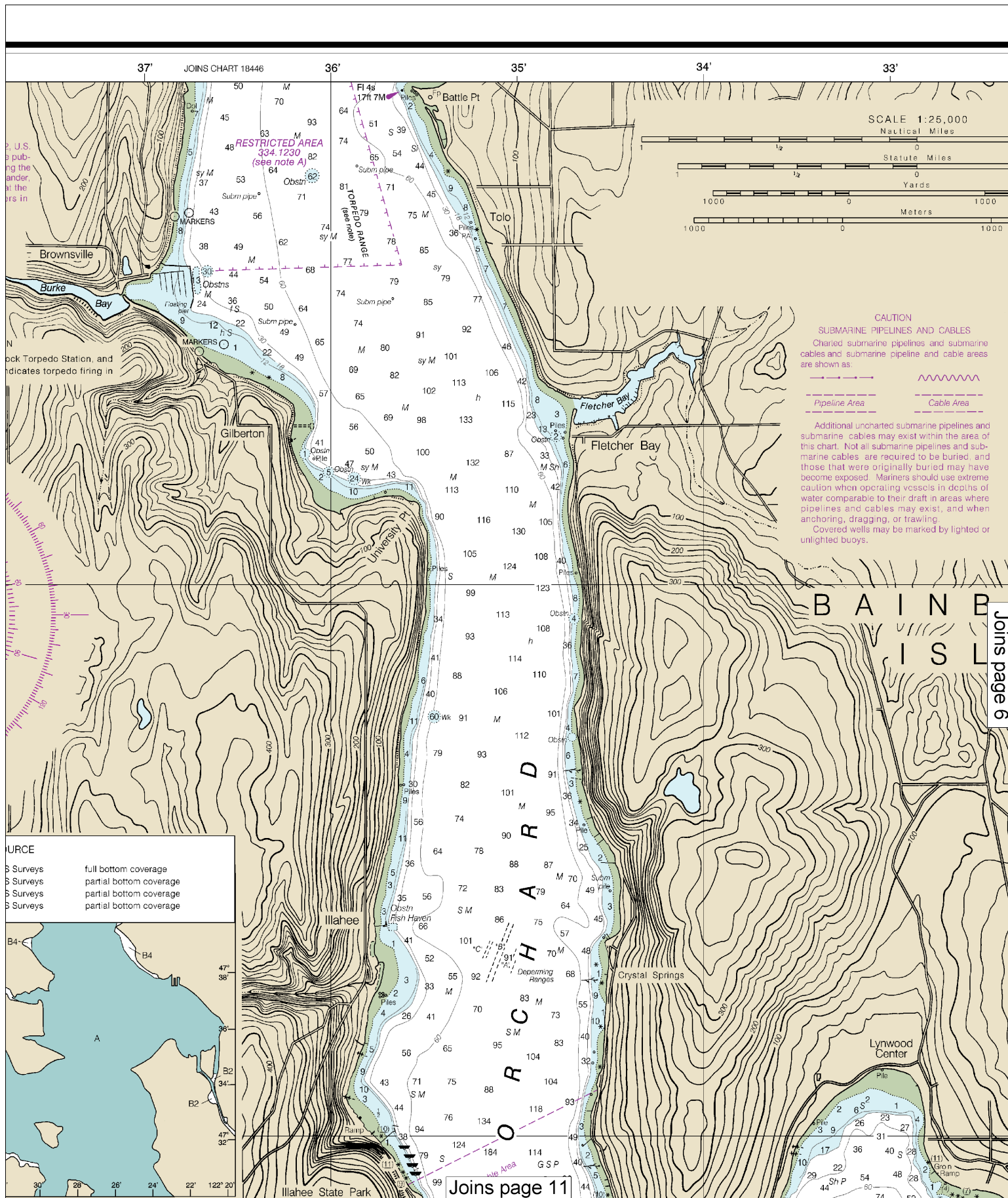
These volumes are available online at <http://www.navcen.uscg.gov>



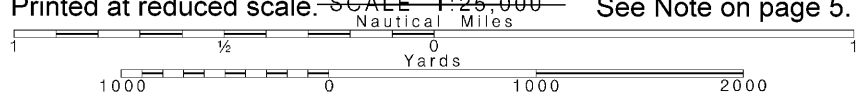
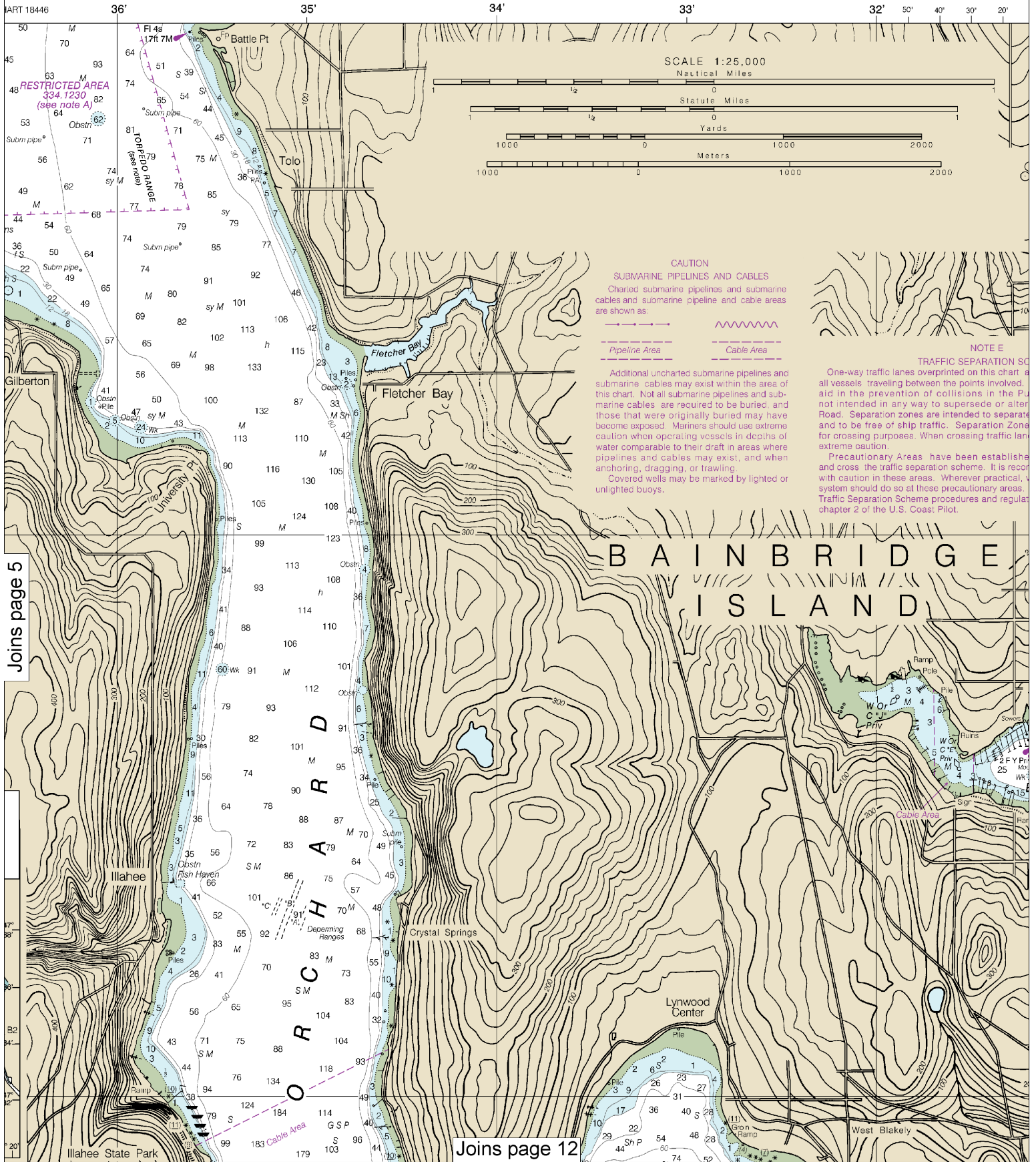
See Note on page 5.





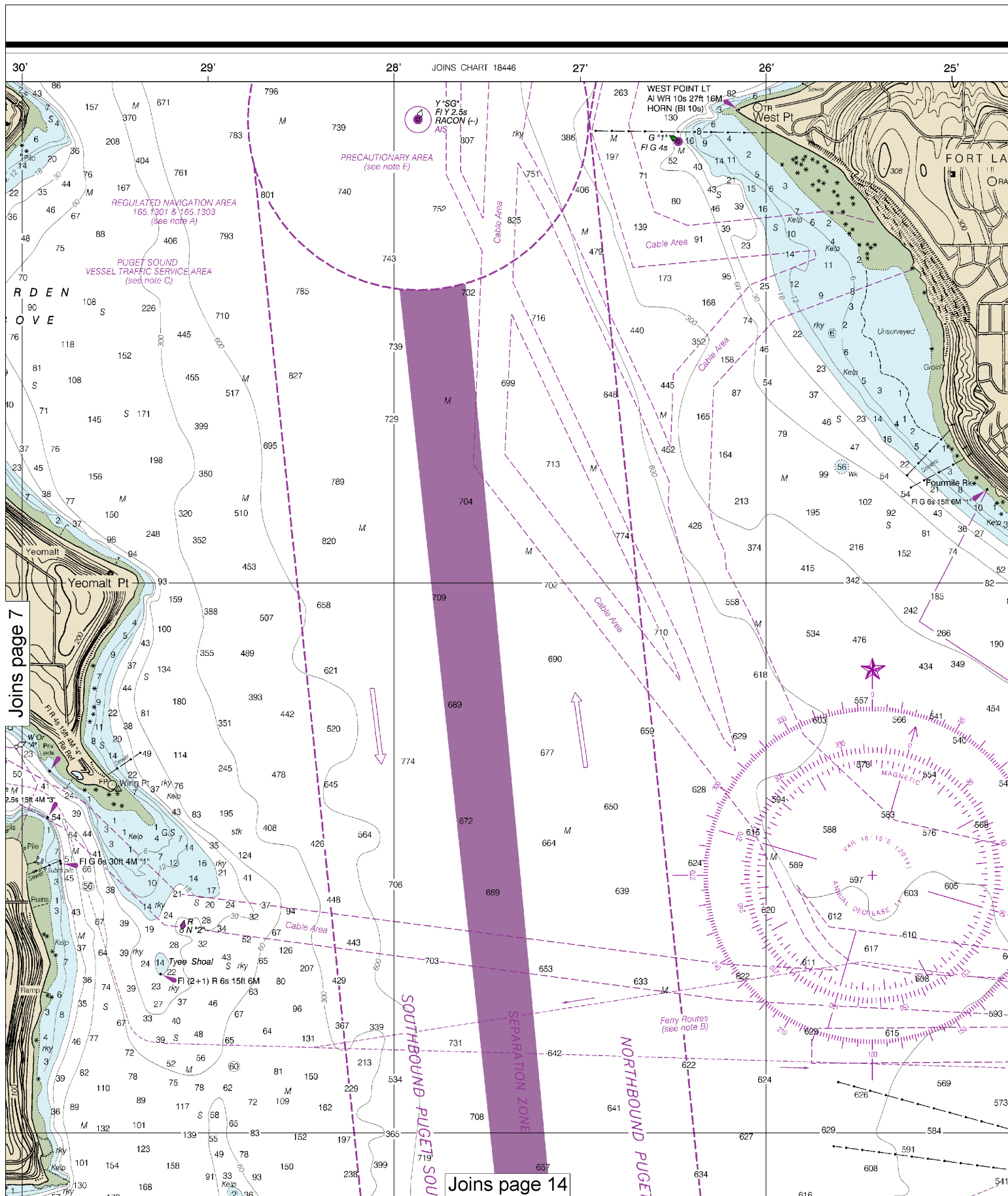


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:33333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.









Joins page 7

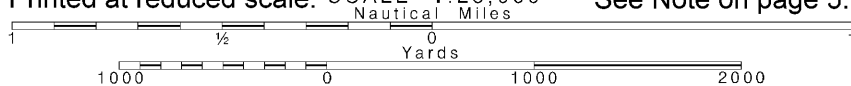
Joins page 14

8

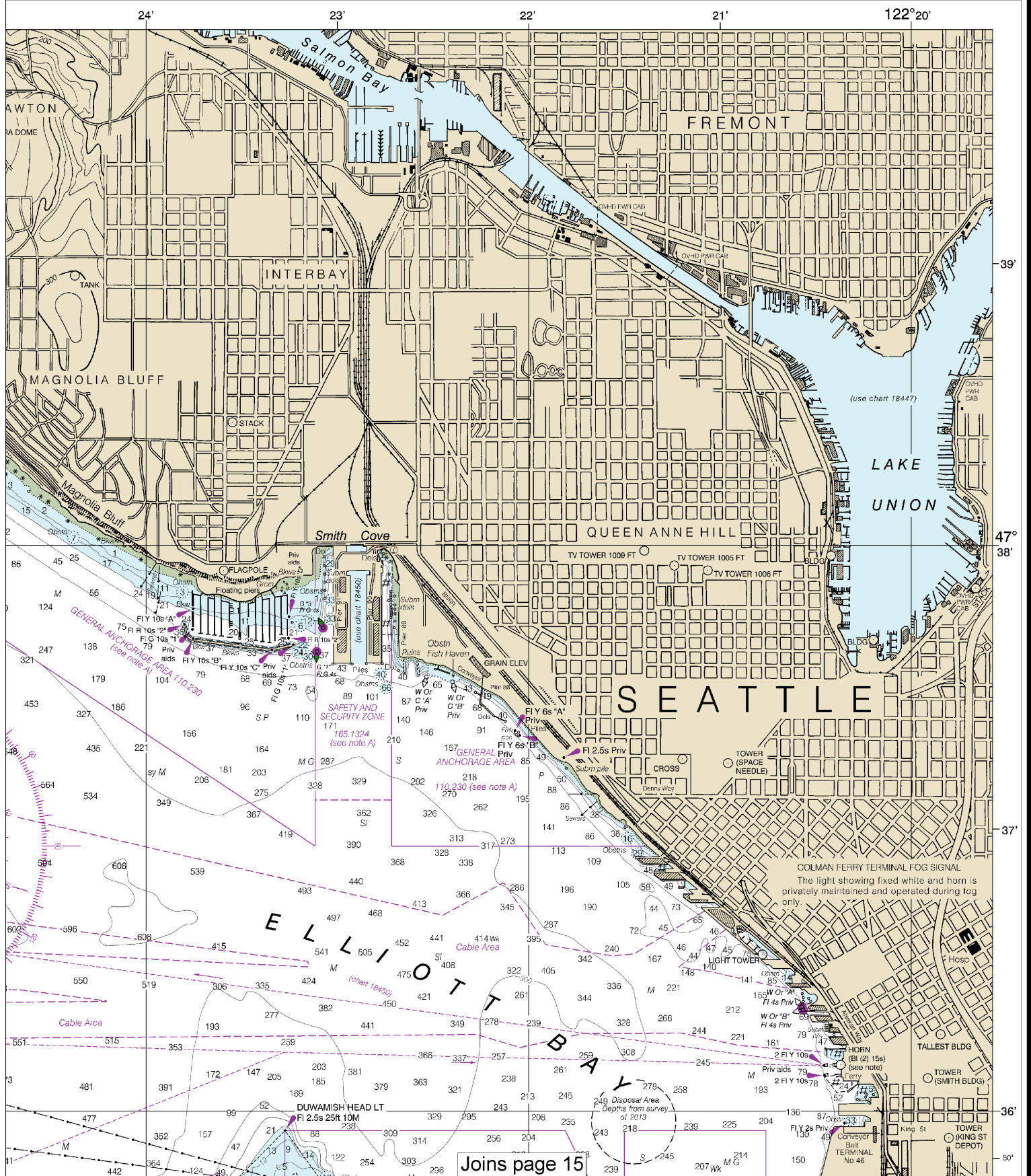
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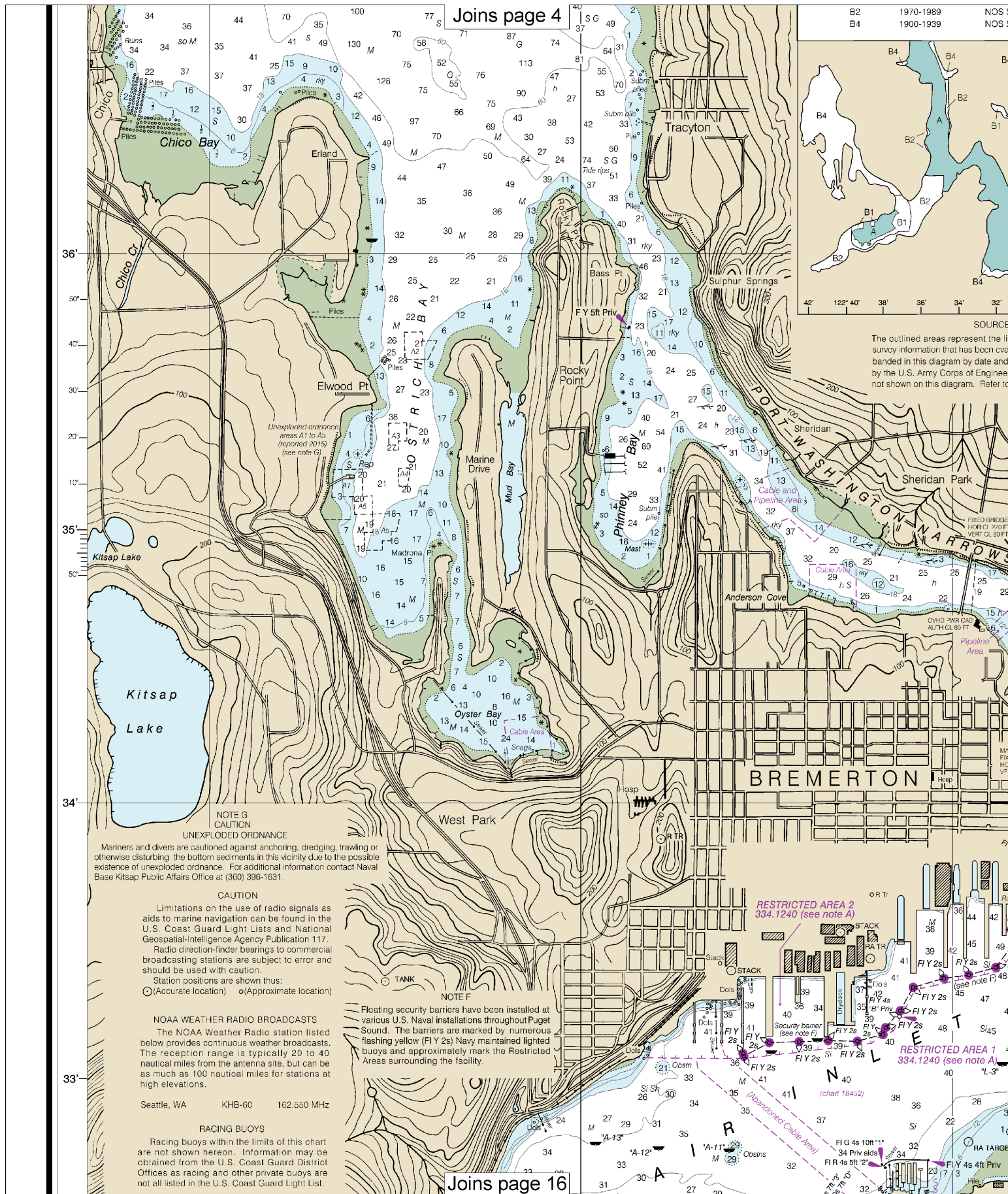
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See Note on page 5.









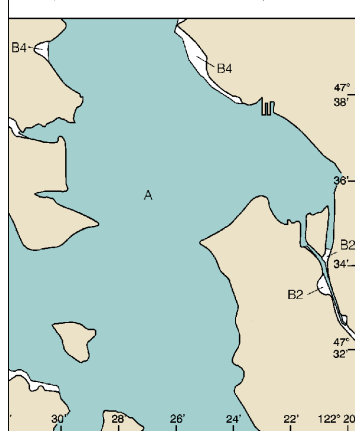
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Note: Chart grid lines are aligned with true north.

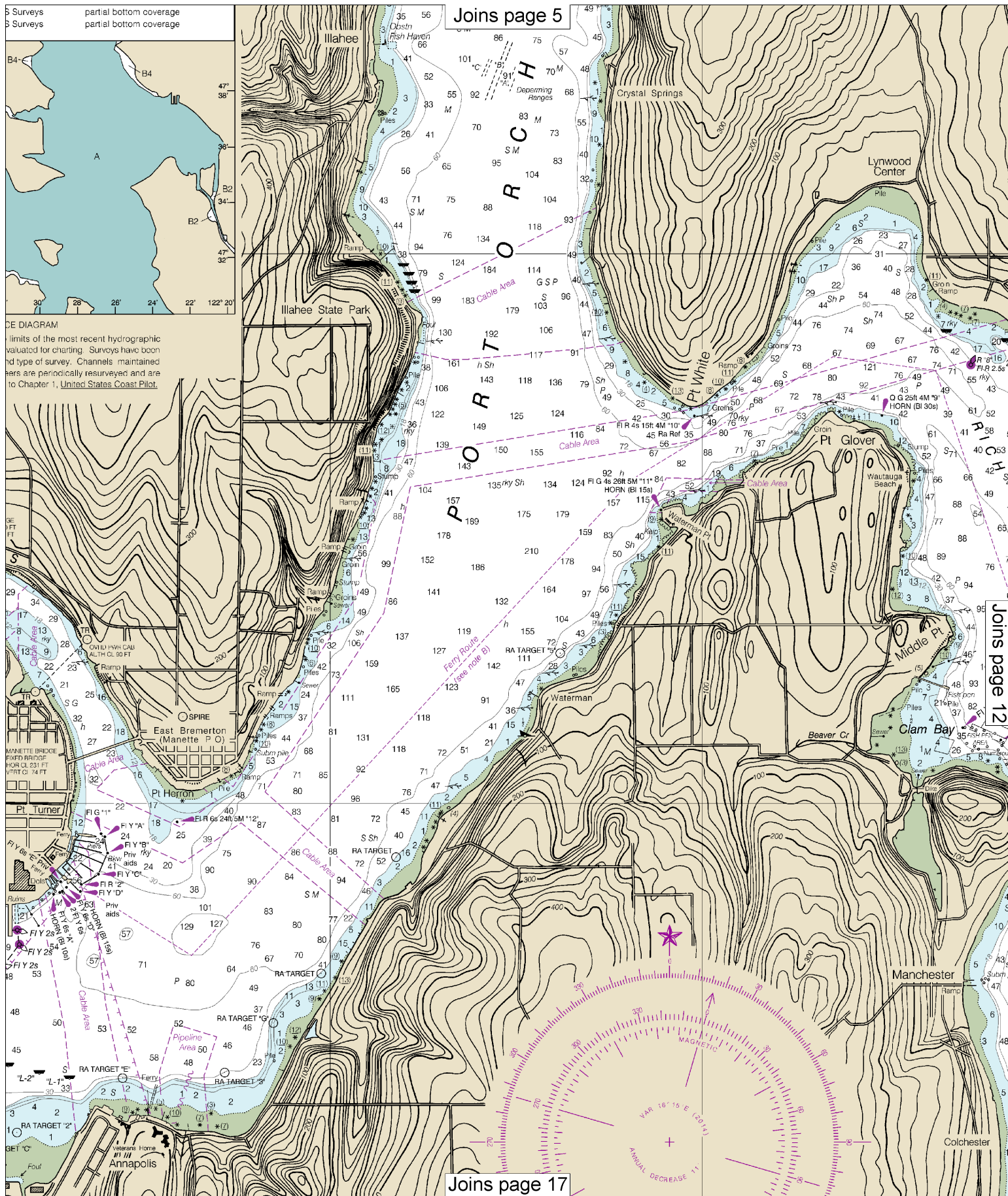
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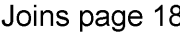


Surveys partial bottom coverage  
 Surveys partial bottom coverage

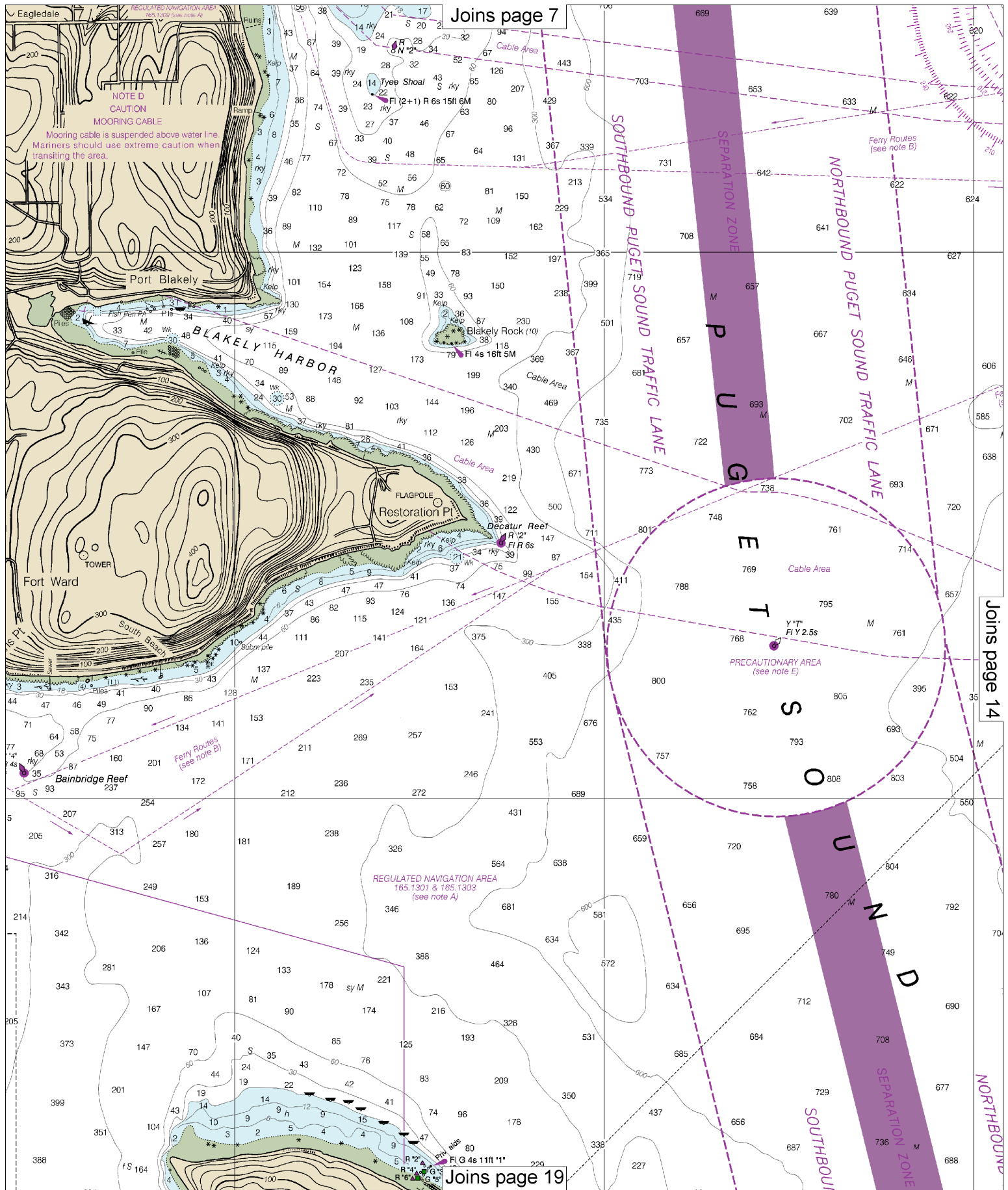


DE DIAGRAM  
 limits of the most recent hydrographic  
 valuated for charting. Surveys have been  
 nd type of survey. Channels maintained  
 hers are periodically resurveyed and are  
 to Chapter 1, United States Coast Pilot.





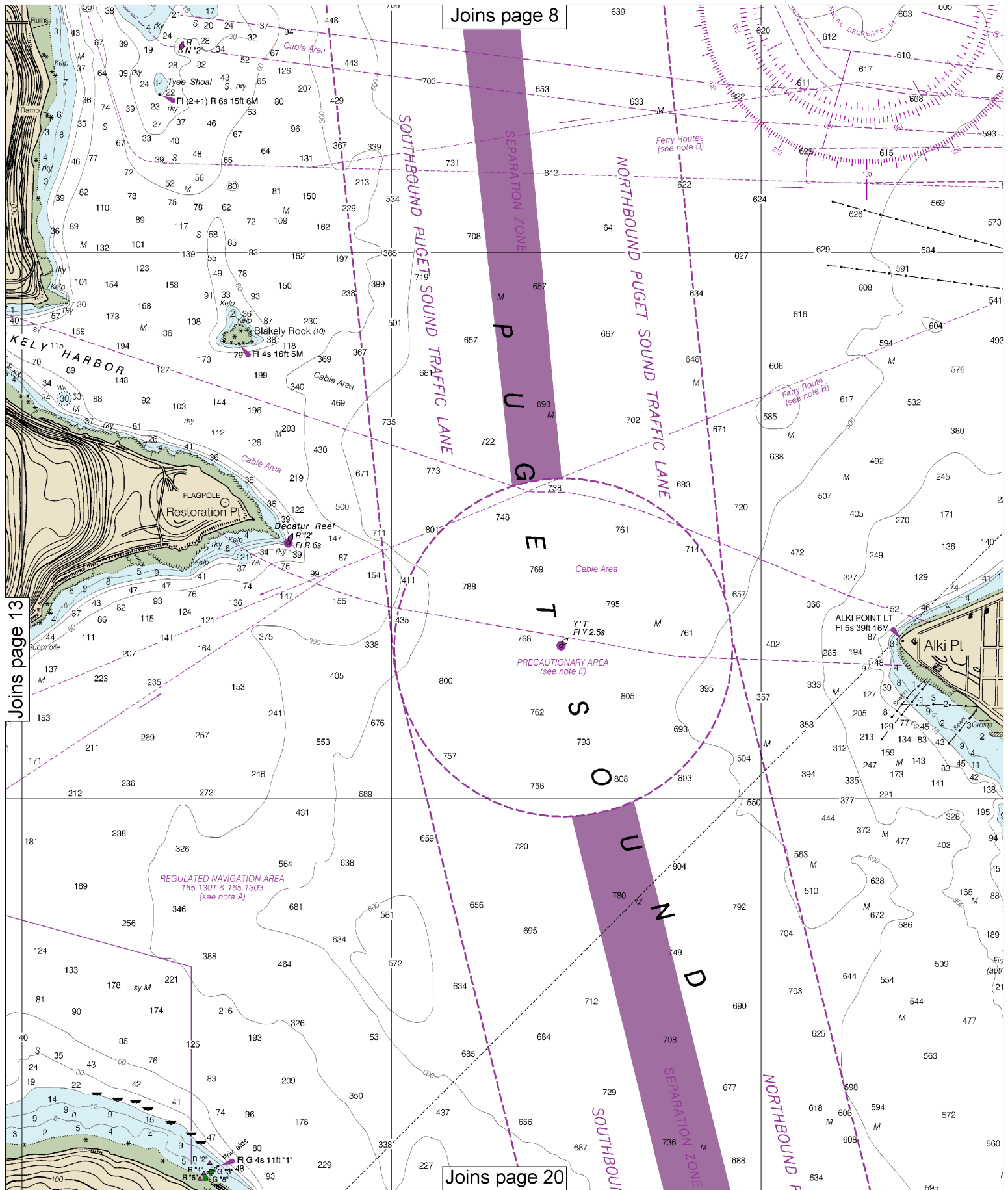




Joins page 7

Joins page 14

Joins page 19



Joins page 8

Joins page 13

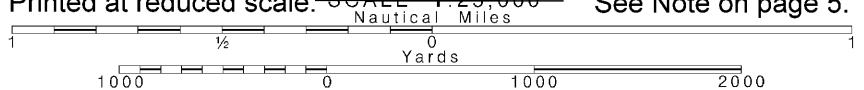
Joins page 20

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.







# CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ○ (Approximate location)

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA    KHB-60    162.550 MHz

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Joins page 10

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

**RESTRICTED AREA 2**  
334.1240 (see note A)

**RESTRICTED AREA 1**  
334.1240 (see note A)

(chart 18452)



THE NATION'S CHARTMAKER SINCE 1792

UNITED STATES

WASHINGTON - WEST

**PUGET SOUND**  
SEATTLE TO BRE

Mercator Projection  
Scale 1:25,000 at Lat. 47°35'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

Additional information can be obtained at nautical

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Brownsville	(47°39'N/122°37'W)	11.8	10.9	2.9
	Port Blakely	(47°36'N/122°31'W)	11.5	10.6	2.8
	Bremerton	(47°34'N/122°37'W)	11.7	10.9	2.9
	Seattle	(47°36'N/122°20'W)	11.4	10.5	2.8

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2014)

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

This chart has been corrected from the Notice to Mariners weekly by the National Geospatial-Intelligence Agency and the Mariners (LNM) issued periodically by each U.S. Coast Guard district. Chart updates correct Mariners published after the dates shown in the lower left hand corner. Chart updates correct nauticalcharts.noaa.gov.

18449

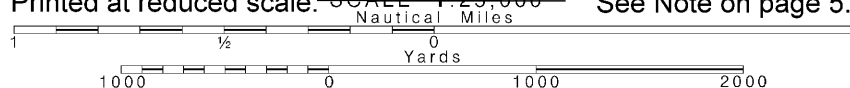
20th Ed., Aug. 2014. Last Correction: 10/26/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

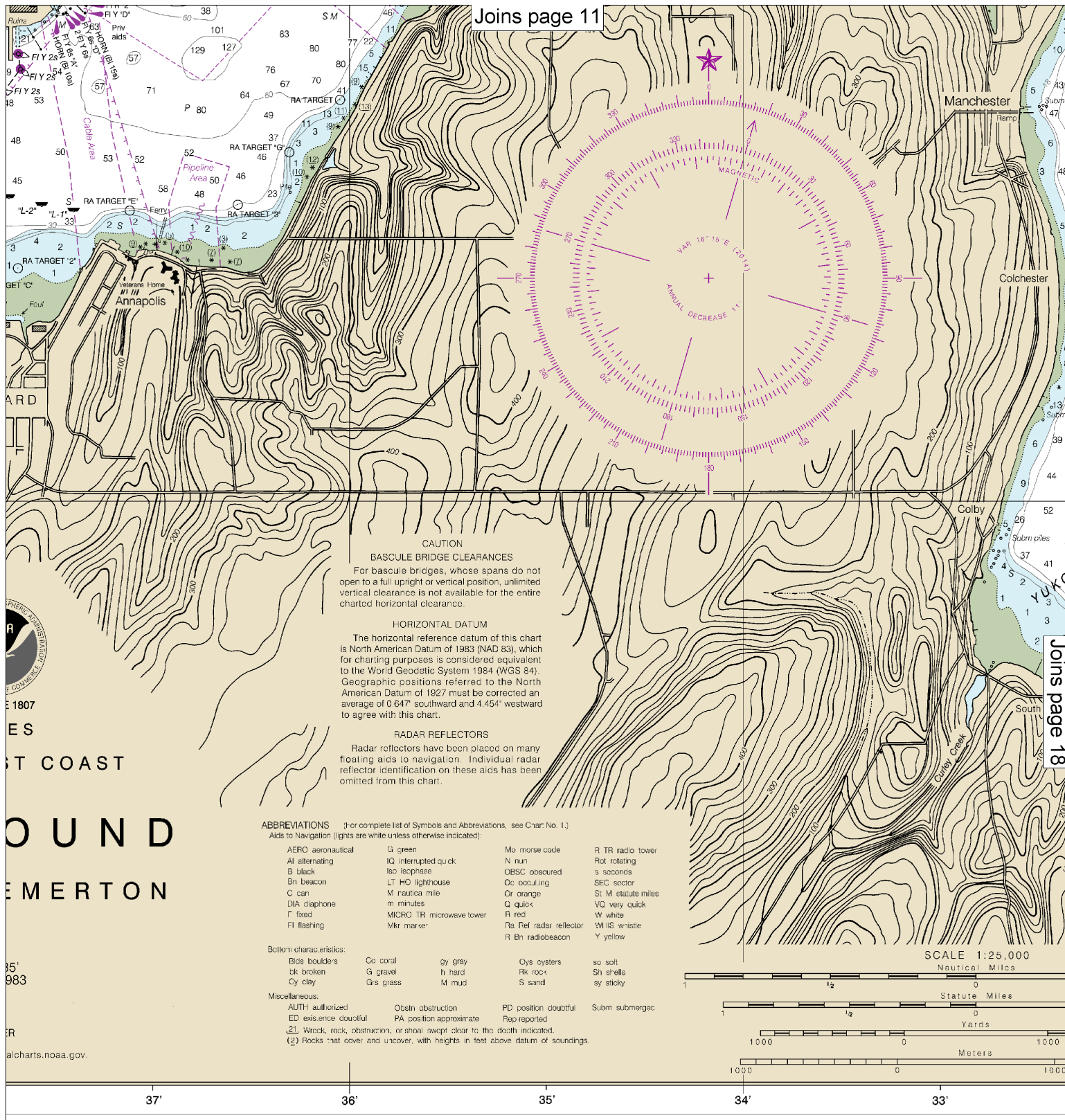
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



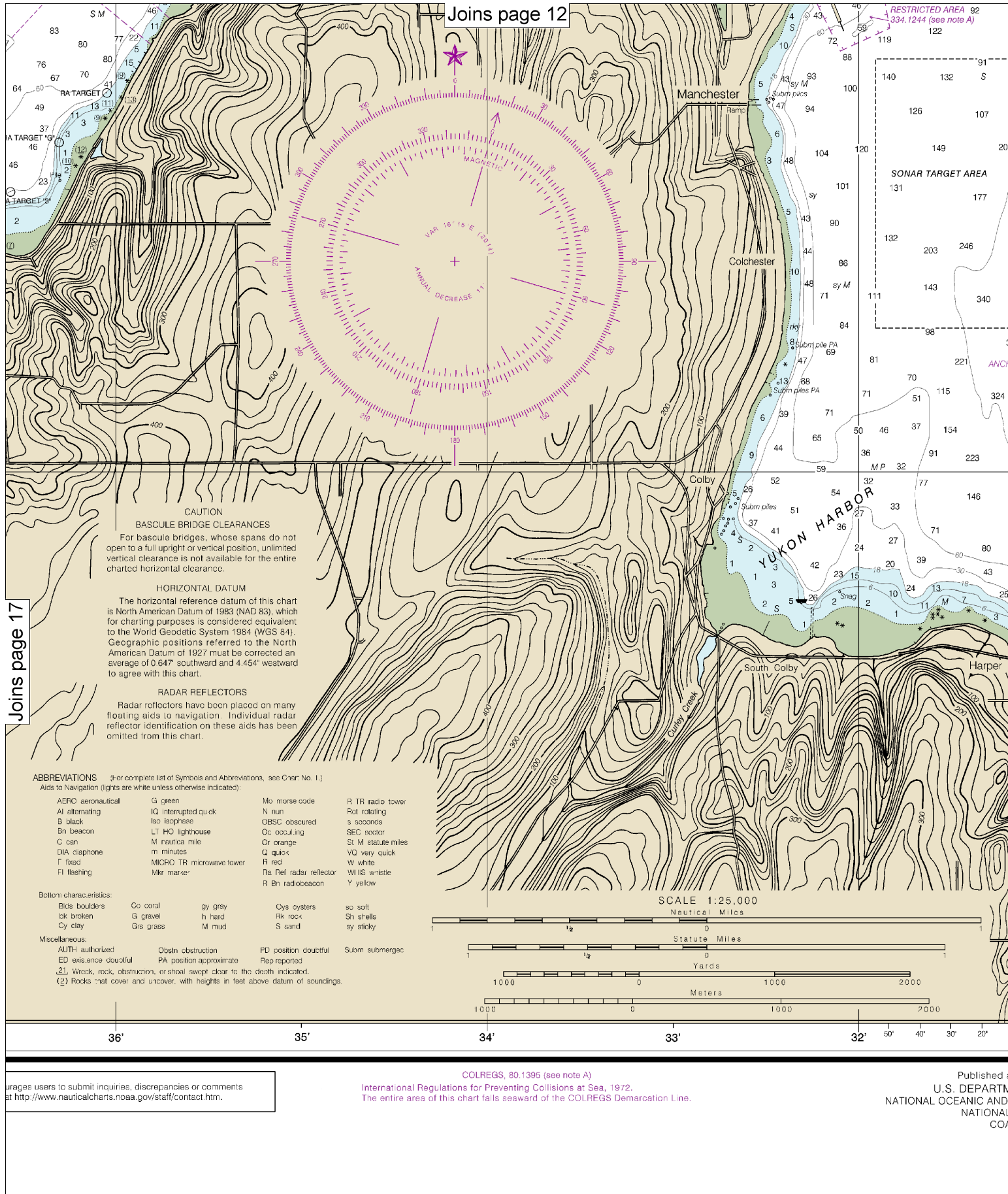




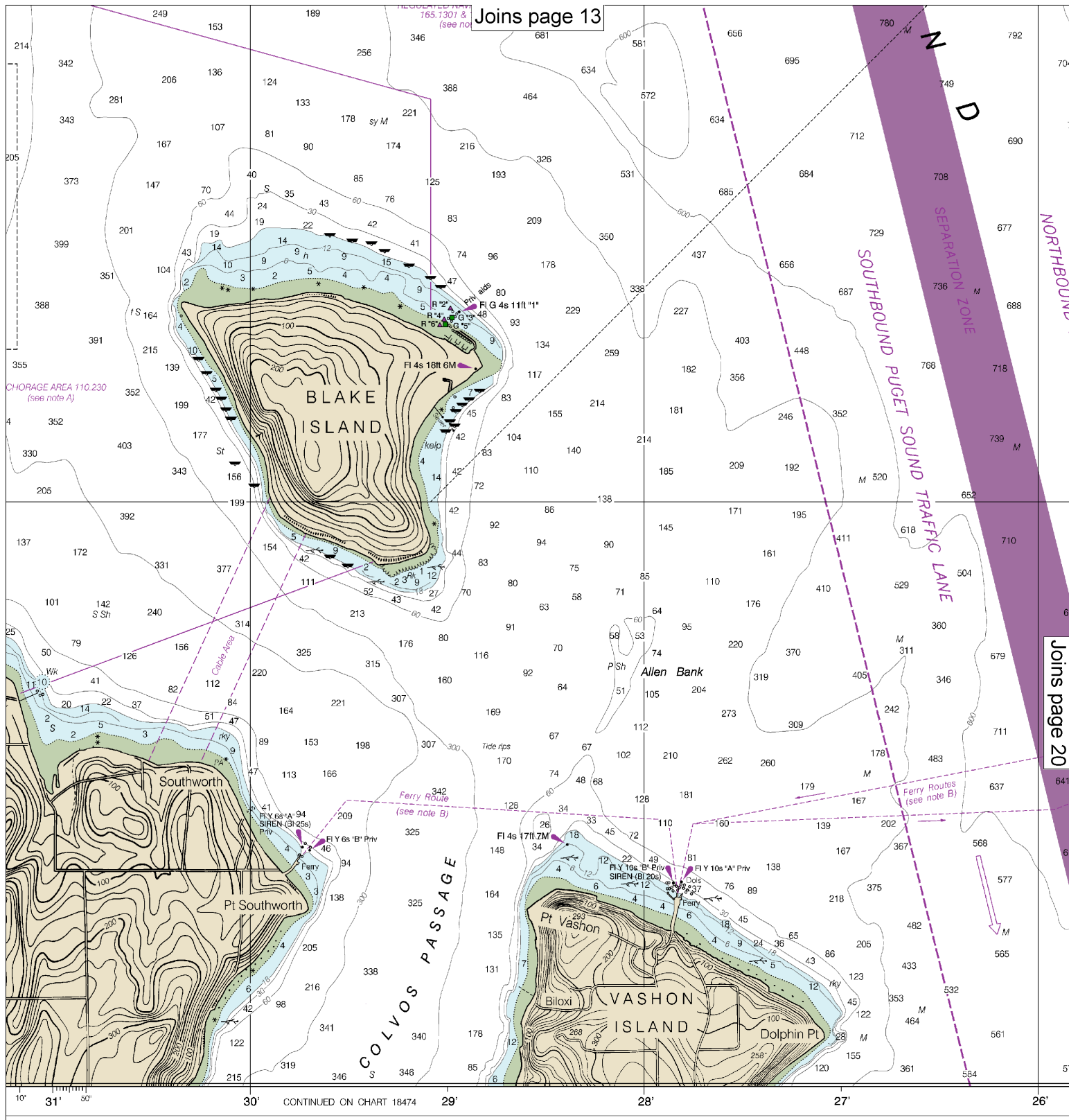
is (NM) published  
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 er are available at

NOAA encourages users to submit inquiries, discrepancies or comments  
 about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

COLREGS, 80.1395 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.



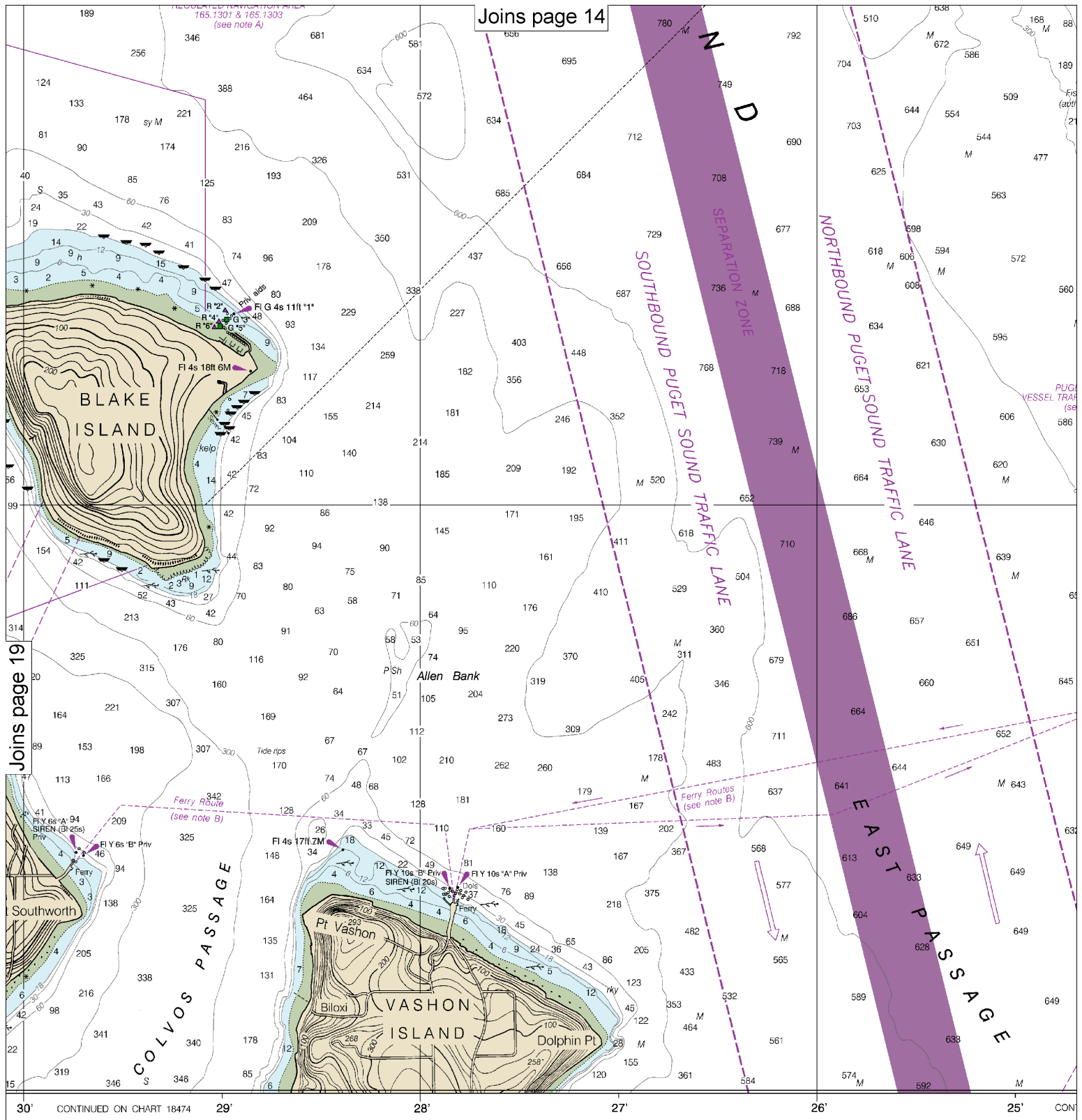




at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NAUTICAL ATMOSPHERIC ADMINISTRATION  
 NAUTICAL OCEAN SERVICE  
 LAST SURVEY

**WARNING**  
 The prudent mariner will not rely solely on  
 any single aid to navigation, particularly on  
 floating aids. See U.S. Coast Guard Light List  
 and U.S. Coast Pilot for details.

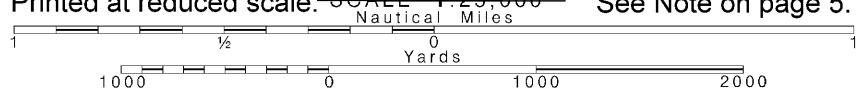
**SOUNDINGS IN F**



SOUNDINGS IN FEET

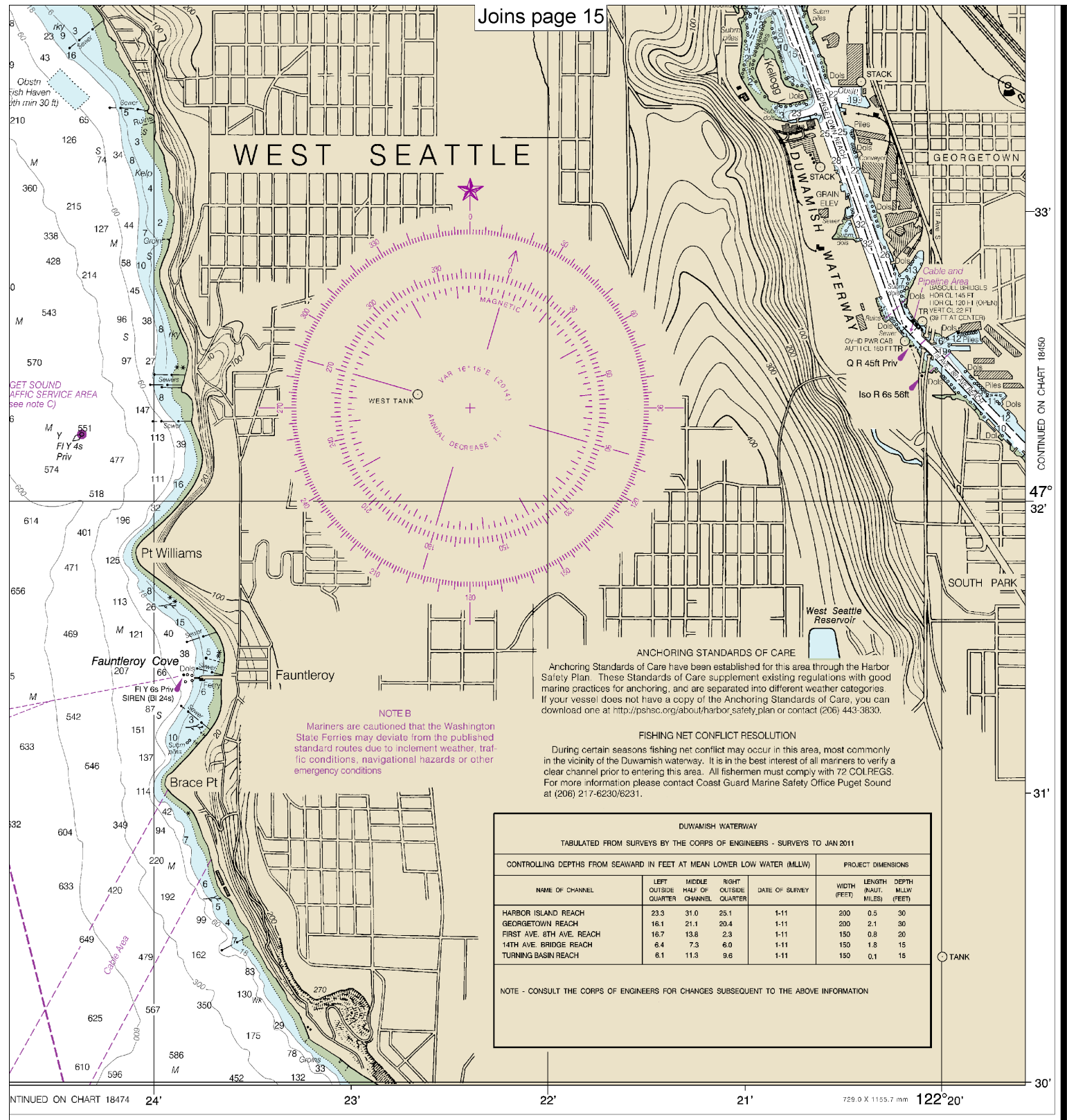
Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Seattle to Bremerton  
SOUNDINGS IN FEET - SCALE 1:25,000

18449



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.